

SCIP CONTINGENCY
#6

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: SPRINGFIELD TOWNSHIP **CODE#** 061-74121

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 9 / 6 / 07

CONTACT: JOHN MUSSELMAN **PHONE #** (513) 522-4004

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 522-3704 **E-MAIL** JMUSSELMAN@SPRINGFIELDTWP.ORG

PROJECT NAME: SEVEN HILLS STREET REHABILITATION PROJECT

SUBDIVISION TYPE

(Check only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 515,875.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,031,750.00

FUNDING REQUESTED: \$ 515,875.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 515,875 **LOAN ASSISTANCE:** \$ _____
SCIP LOAN: \$ _____ **RATE:** _____ % **TERM:** _____ yrs.
RLP LOAN: \$ _____ **RATE:** _____ % **TERM:** _____ yrs.

(Check only 1)

- ☒ State Capital Improvement Program ☐ Small Government Program
☐ Local Transportation Improvements Program

OFFICE OF NEW DURLINGTON
COUNTY ENGINEER
07 SEP 14 AM 11:12

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ **RLP Loan** _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT
DOLLARS

a.) Basic Engineering Services:

\$ _____ .00

Preliminary Design \$ _____ . 00

Final Design \$ _____ . 00

Bidding \$ _____ . 00

Construction Phase \$ _____ . 00

Additional Engineering Services

\$ _____ .00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$ _____ .00

c.) Construction Costs:

\$ 937,125.00

d.) Equipment Purchased Directly:

\$ _____ .00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$ _____ .00

f.) Construction Contingencies:

\$ 94,625.00

g.) TOTAL ESTIMATED COSTS:

\$ 1,031,750.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u> 515,875.00</u>	50%
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER	\$ <u> .00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u> 515,875.00</u>	50%
d.) OPWC Funds		
1. Grant	\$ <u> 515,875.00</u>	50%
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u> 515,875.00</u>	50%
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 1,031,750.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:

STATUS: (Check one)

Traditional

Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: SEVEN HILLS STREET REHABILITATION PROJECT

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

SECTION 8-T ENTIRE RANGE 1

PROJECT ZIP CODE: 45231

B: PROJECT COMPONENTS:

- THE EXISTING ROAD PROFILE WILL BE FOLLOWED AS CLOSELY AS POSSIBLE, WITH THE EXCEPTION OF ENHANCING THE PAVEMENT PROFILE TO ENCOURAGE BETTER WATER FLOW FROM PAVMENT CENTERLINE TO PAVEMENT EDGE AND INTO THE FLOW LINE OF THE NEW CURB.
- REMOVAL AND REPLACMENT OF ALL ROLLED CURB ON THE PROJECT STREETS.
- REMOVAL OF OLD PAVEMENT (BY MILLING) FROM AN AREA BEGINNING AT THE EDGE OF PAVEMENT IN THE CURB FLOWLINE, PROCEEDING TOWARDS THE PAVMENT CENTER FOR DISTANCE OF 6 FEET. THE MILL WILL REMOVE APPROXIMATELY 2 INCHES OF DEPTH AT THE PAVEMENT EDGE AND WILL GRADUALLY ADJUST (LESSEN) THE DEPTH OF THE MILLING TO MEET THE EXISTING PAVEMENT HEIGHTH AT THE 6 FOOT MARK. THIS WILL CREATE AN ENHANCED PAVEMENT PROFILE FOR BETTER WATER RUN-OFF.
- REPAIR OF WEAK OR FAILED AREAS OF THE PAVEMENT BY FULL OR PARTIAL DEPTH REPAIR.
- REPAIR OF ALL CURB INLETS (CATCH BASINS), TO INCLUDE ADJUSTMENT TO SURROUNDING PAVMENT HEIGHT.
- REPAIR AND ADJUSTMENT OF HEIGHT OF ALL MANHOLES LOCATED IN THE PAVEMENT.
- APPLICATION OF A STRESS ABSORBING MEMBRANE (SAMI), PRIOR TO THE INSTALLATION OF THE LEVELLING COURSE.

- **INSTALLATION OF A 1 INCH LEVELLING COURSE OF ASPHALT FOLLOWED BY AN ADDITIONAL 1 INCH SURFACE COURSE. THIS INCLUDES SEALING OF ALL PAVEMENT EDGES WITH LIQUIFIED ASPHALT CEMENT.**

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Seven Hills Drive: 3644 lineal feet
 Mistyhill Drive: 2746 lineal feet
 Maplehill Drive: 2482 lineal feet
 Sprucehill Drive (partial: 580 lineal feet

These streets all suffer from large areas of alligator cracking, transverse and longitudinal cracking, severe weathering and widening of those cracks, and severe weathering of areas along the edge of the pavement. There are numerous areas along the pavement edge where the asphalt is breaking off and/or raveling, allowing for large pothole like areas adjacent to the edge of the pavement. There are thousands of feet of rolled curb that are broken, cracked, crumbling or missing large pieces. A large portion of the broken curb is at drive aprons so this is a constant aggravation and hazard to the 228 homes and businesses in this neighborhood.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT: 1368 Year: 2007 Projected ADT: 1368 Year: 2008

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: 228

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 8 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 1,031,750.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>6 /25 /07</u>	<u>5/02 /08</u>
4.2 Bid Advertisement and Award:	<u>7 /01 /08</u>	<u>7 /31 /08</u>
4.3 Construction:	<u>8/18 /08</u>	<u>10 /31 /08</u>
4.4 Right-of-Way/Land Acquisition:	<u>N/A</u>	<u>N/A</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

TITLE
STREET
CITY/ZIP
PHONE
FAX
E-MAIL

**GWEN MCFARLIN, PRESIDENT
TOWNSHIP BOARD OF TRUSTEES
9150 WINTON ROAD
CINCINNATI, OHIO 45231**

**(513)522-1410
(513)728- 0818
GWENMCFARLIN@SPRINGFIELDTWP.ORG**

5.2 CHIEF FINANCIAL OFFICER

TITLE
STREET

SAME AS ABOVE

CITY/ZIP
PHONE
FAX
E-MAIL

**0_ -
0_ -**

5.3 PROJECT MANAGER

TITLE
STREET
CITY/ZIP
PHONE
FAX
E-MAIL

**JOHN MUSSELMAN
SERVICE DIRECTOR
952 COMPTON ROAD
CINCINNATI, OHIO 45231**
**(513)522-4004
(513)522-3704
JMUSSELMAN@SPRINGFIELDTWP.ORG**

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- ☒ [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- ☒ [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- ☒ [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- ☐ [] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- ☐ [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- ☒ [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- ☒ [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

GWEN MCFARLIN, PRESIDENT, SPRINGFIELD TOWNSHIP TRUSTEES


Certifying Representative (Type or Print Name and Title)

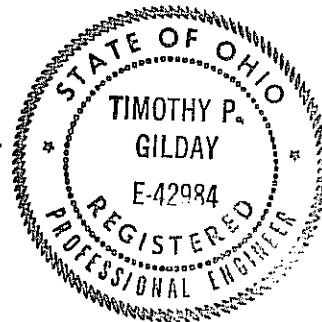
Gwen McFarlin 7/13/67
Signature/Date Signed

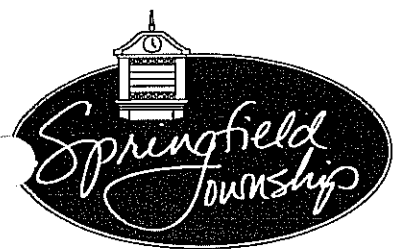
SEVEN HILLS STREET REHABILITATION
ENGINEER'S ESTIMATE

ITEM NO.	DESCRIPTION	UNIT	QUANT	UNIT	TOTAL
1	253 Pavement Repair	SY	400	\$ 70.00	\$ 28,000.00
2	254 Wear Course Removal	SY	13500	\$ 3.60	\$ 48,600.00
3	407 Tack Coat	SY	180	\$ 1.25	\$ 225.00
4	448 Asphalt Concrete, Type 1H	CY	1,550	\$ 115.00	\$ 178,250.00
5	604 Storm Manhole (rings)	Each	2	\$ 200.00	\$ 400.00
6	604 Storm Manhole (brick and mortar)	Each	18	\$ 500.00	\$ 9,000.00
7	604 Sanitary Manhole (rings)	Each	2	\$ 150.00	\$ 300.00
8	604 Sanitary Manhole (brick and mortar)	Each	26	\$ 500.00	\$ 13,000.00
9	604 Water Valve Chamber (rings)	Each	2	\$ 250.00	\$ 500.00
10	604 Water Valve Chamber (brick and mortar)	Each	2	\$ 500.00	\$ 1,000.00
11	609 Concrete curb (rolled)	Lin Ft	19300	\$ 21.00	\$ 405,300.00
12	614 Maintenance of Traffic	LS	1	\$ 5,000.00	\$ 5,000.00
13	653 Topsoil, Furnished & Placed (3")	CY	20	\$ 35.00	\$ 700.00
14	659 Seeding & Mulching	SY	9000	\$ 1.00	\$ 9,000.00
15	SPL Stress Absorbing Membrane	F	26500	\$ 2.50	\$ 66,250.00
16	SPL Catch Basin Rebuild	EA	1	\$ 1,500.00	\$ 1,500.00
17	SPL Catch Basin Partial Repair	EA	27	\$ 600.00	\$ 16,200.00
18	SPL Catch Basin Complete Repair	EA	1	\$ 1,200.00	\$ 1,200.00
19	SPL Catch Basin Plaster/tuck point/patch floor	SF	18	\$ 500.00	\$ 9,000.00
20	SPL Concrete Aprons	SY	16600	\$ 7.00	\$ 116,200.00
21	SPL Asphalt Aprons	SF	500	\$ 7.00	\$ 3,500.00
22	SPL Butt Joints	LF	800	\$ 30.00	\$ 24,000.00
				SUBTOTAL	\$ 937,125.00
				CONTENGENCY	\$ 94,625.00
				FINAL ESTIMATE	\$ 1,031,750.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT. THE USEFUL LIFE OF THIS PROJECT IS 8 YEARS.


TIMOTHY P. GILDAY, P.E., P.S.





HAMILTON COUNTY, OHIO
Founded 1795

SERVICE DEPARTMENT

952 COMPTON ROAD
CINCINNATI, OHIO 45231
Phone (513) 522-4004
Fax (513) 522-3704
www.springfieldtwp.org

September 12, 2007

STATUS OF FUNDS REPORT

Trustee
Tom Bryan

Trustee
Joseph Honerlaw

Trustee
Gwen McFarlin

Clerk
John Waksmundski

Township Administrator
Michael T. Hinnenkamp

Law Director
Laura A. Abrams

Police Chief
David J. Heimpold

Recreation Director
Melanie McNulty

Service Director
John B. Musselman

Development Services Director
Christopher D. Gilbert

Fire Chief
Robert Leininger

Community Services Director

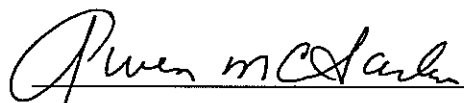
Project: Seven Hills Street Rehabilitation

This is to certify that the sum of \$515,875.00 is available as the local matching funds in connection with Springfield Township's application for State Capital Improvement Funds for the above-mentioned project.

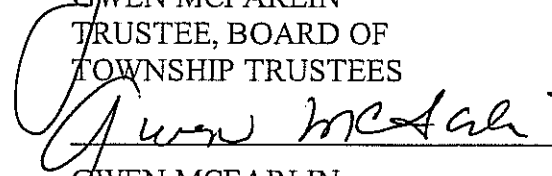
The source of the local match will be Springfield Township Funds. Local matching funds have been encumbered and will be certified upon completion of the Project Agreement with the Ohio Public Works Commission.

SPRINGFIELD TOWNSHIP

Chief Executive Officer:


GWEN MCFARLIN
TRUSTEE, BOARD OF
TOWNSHIP TRUSTEES

Chief Financial Officer:


GWEN MCFARLIN
TRUSTEE, BOARD OF
TOWNSHIP TRUSTEES



HAMILTON COUNTY, OHIO
Founded 1795

SERVICE DEPARTMENT

952 COMPTON ROAD
CINCINNATI, OHIO 45231
Phone (513) 522-4004
Fax (513) 522-3704
www.springfieldtwp.org

September 12, 2007

USER CERTIFICATION

Project: Seven Hills Street Rehabilitation

Trustee
Tom Bryan

Trustee
Joseph Honerlaw

Trustee
Gwen McFarlin

Clerk
John Waksmundski

Township Administrator
Michael T. Hinnenkamp

Law Director
Laura A. Abrams

Police Chief
David J. Heimpold

Recreation Director
Melanie McNulty

Service Director
John B. Musselman

Development Services Director
Christopher D. Gilbert

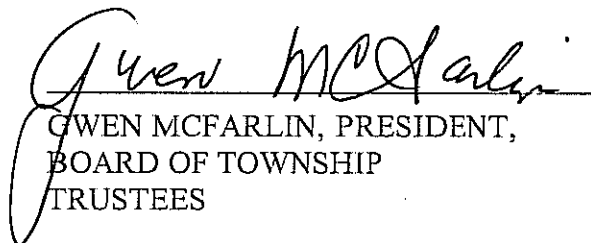
Fire Chief
Robert Leininger

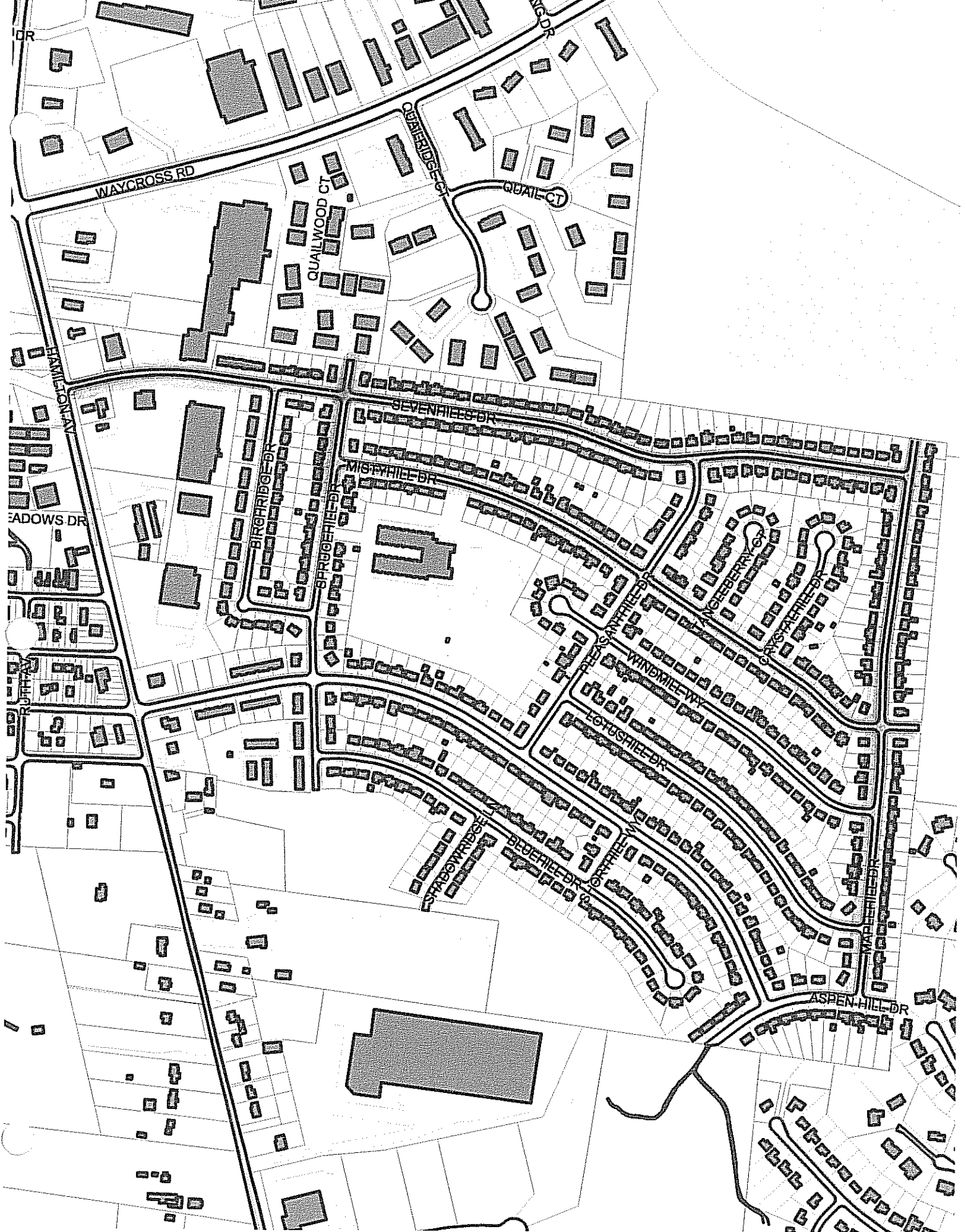
Community Services Director

This is to certify that, to the best of my knowledge, the traffic data included in this application is correct.

SPRINGFIELD TOWNSHIP

Chief Executive Officer:


GWEN MCFARLIN, PRESIDENT,
BOARD OF TOWNSHIP
TRUSTEES



DAYTON LEGAL BLANK, INC., FORM NO. 1014B

December 30, 2006

Held

20

- **FINANCE OFFICER:**

- **Project Applications:**

Mr. Bryan made a Motion to appoint Gwen McFarlin as the Finance Officer for the purpose of signing OPWC and SCIP Project Applications. Mr. Honerlaw seconded and the motion carried.

- **Project Agreements:**

Mr. Bryan made a Motion to appoint Gwen McFarlin as the Finance Officer for the purpose of signing OPWC and SCIP Project Agreements. Mr. Honerlaw seconded and the motion carried.

- **Chief Executive Officer:**

Mr. Bryan made a Motion to appoint Gwen McFarlin as the Chief Executive Officer for the purpose of signing grant documents. Mr. Honerlaw seconded and the motion carried.

- **Fiscal Officer Authorization:**

Mr. Bryan made a Motion authorizing the Fiscal Officer to invest in certificates of deposit when funds are available. Mr. Honerlaw seconded and the motion carried.

- **Executive Session:**

At 9:00 a.m., Mr. Honerlaw made a motion for the Board to move into executive session to discuss personnel and budget matters. Mr. Bryan seconded and the motion on the roll call showed:

Mr. Bryan, aye Mr. Honerlaw, aye Ms. McFarlin, aye

At 9:20 a.m., Mr. Honerlaw made a motion for the Board to move out of executive session. Mr. Bryan seconded and the motion on the roll call showed:

Mr. Bryan, aye Mr. Honerlaw, aye Ms. McFarlin, aye

Ms. McFarlin announced that the Board discussed personnel and budget matters and no action was taken during the executive session.

- **Administrators Report:**

- **Establishing Rates and Compensation for Non-Contract Township Employees:**

Township Administrator Michael Hinnenkamp requested a motion to make the Financial and Human Resources Coordinator be classified as salary exempt. Mr. Bryan made a motion to appoint the Financial and Human Resources Coordinator be classified as salary exempt. Mr. Honerlaw seconded and the motion carried.

Mr. Hinnenkamp requested a motion to establish rates and compensation for non-contract employees. Mr. Bryan made the motion and Mr. Honerlaw seconded and the motion carried.



Severe patching and potholes, broken curb



Severe transverse cracking



Severe alligator cracking, potholes, edge weathering and patching



Severe edge cracking, patching, and crumbling curb



Severe weathering and raveling at pavement edge



Severe alligator cracking, longitudinal cracking and patching.



Severe alligator cracking and patching across entire driving lane



Severe alligator cracking and edge patching



Severe curb crumbling, alligator cracking and patching across entire drive lane



Severe cracking (multiple types) across entire width of intersection



Large area, high severity cracking



Deteriorating (and heavily patched) utility patch. Severe patching of surrounding pavement.

SEVENHILLS DR. #362

Springfield Twp. 50' R/W

Sec. 35 T3 ERI L-0.20 mi.

SPEED 1969

Location - Roosevelt Ave. 3267' E. & S. of Hamilton Rd.
E. on Aspenhill Dr. 401' N. on Maplehill Dr.
2252' thence W. 1045'

Acc. by Co. Commr's. 6-7-66

Sur. Rec. Bk. 38, Page 69 Co. Engr's. Office

Sub - Seven Hills Village Blk. "L"

SEVENHILLS DR. #362

Springfield Twp. 50' R/W

Sec. 35, T.3, E.R. 1 L-0.29

SPEED 1969

Location - Int. Maple Hill Dr. & Sevenhills Dr.
W. 785.49; thence W. 1537.

Acc. Co. Commr's. 1-27-69

Sur. Rec. Bk. 39, Pg. 63

Sub. - Seven Hills Village Sub. Blk. "N"

SEVEN HILLS DR. #362

Springfield Twp. 50' R/W

Sec. 35, T3, ER 1 L-0.20

Location - Int. of Ham. Ave. (U.S.#27) and Sevenhill Dr. E. 1068'.

Acc. Co. Commr's. 3-11-71

Co. Engr. Office - P. 39-220

SPEED 1973

Sub. - Seven Hills Village Sub. Blk. "R"

SPRUCEHILL DR. #361

Springfield Twp. 50' R/W

Sec. 35, T3, E R. 1 L-0.06

SPEED 1970

Location - Int. Pleasant Hill Dr. & Mistyhill Dr.
W. 1369; thence N. 165 & S. 140.

Acc. Co. Commr's. 4-22-69

Sur. Rec. Bk. 39, Pg. 80

Sub. - Seven Hills Village Sub. Blk. "M"

SPRUCEHILL DR. #361

Springfield Twp. 50' R/W

Sec. 35, T.3, E R. 1 L-0.05

SPEED 1970

Location - Int. Roosevelt Ave. & Sprucehill Dr.
N. 750'; thence N. 280'.

Acc. Co. Commr's. 1-27-69

Sur. Rec. Bk. 39, Pg. 65

Sub. - Seven Hills Village Sub. Blk. "N."

SPRUCEHILL DR. #361

Springfield Twp. 50' R/W

Sec. 35 T3 ERI L-0.15 mi.

Speed 1970

Location - Roosevelt Ave. 779' S.E. of Hamilton Rd.
thence N. 777'.

Acc. by Co. Commr's. 5-31-66

Sur. Rec. Bk. 38, Page 64 Co. Engr's. Office

Sub - Seven Hills Village Blk. "K"

MISTYHILL DR. #358

Springfield Twp. 50' R/W

Sec. 35 T3 ER1 L-0.09 mi.

SPEED 1969

Location - Roosevelt Ave. 3267' E. & S. of Hamilton Rd.

E. on Aspenhill Dr. 401' N. on Maplehill Dr.

1158' W. 750' pre. acc. thence W. 435'

Acc. by Co. Commr's. 5-17-66

Sur. Rec. Bk. 38, Page 62 Co. Engr's. Office

Sub - Seven Hills Village Blk. "H"

MISTYHILL DR. #358

Springfield Twp. 50' R/W

Sec. 35 T3 ER1 L-0.17 mi.

SPEED 1969

Location - Roosevelt Ave. 3267' E. & S. of Hamilton Rd.

E. on Aspenhill Dr. 401' N. on Maplehill Dr.

1158' thence Eastwardly & Westwardly 141' &
750' respectively

Acc. by Co. Commr's. 4-27-66

Sur. Rec. Bk. 38, Page 55 Co. Engr's. Office

Sub - Seven Hills Village Blk. "G"

MISTYHILL DR. #358

Springfield Twp. 50' R/W

Sec. 35, T3, E.R.1 L-0.26

SPEED 1969

Location - Int. Pleasanthill Dr. & Mistyhill Dr.
W. 1369

Acc. Co. Commr's. 4-22-69

Sur. Rec. Bk. 39, Pg. 80

Sub. - Seven Hills Village Sub. Blk. "M"

Maplehill Drive #356

Springfield Township 50' R/W

Sec. 35 T3, ER1

L-0.26 Miles

Location-Roosevelt Ave. 3267' E. & S. of Hamilton Rd. E. on

Aspenhill Drive 401' North 1058' prev. acc. thence N. 1348'

Acc. by Co. Commr's. 4/27/66

Sur. Rec. Bk. 38, page 55, Co. Engr's. Office

Sub-Seven Hills Village Blk. "G"

Speed 69

Width

B

C

Maplehill Drive #356

Springfield Township 50' R/W

Sec. 35 T3 ER1

L-0.21 Miles

Location-Roosevelt Avenue 3267' East & South of Hamilton Road East o

Aspenhill Drive 401' thence North 1058'

Acc. by Co. Commr's. 4/26/66

Sur. Rec. Bk. 38, Page 54, Co. Engr's. Office

Sub-Seven Hills Village Blk. "E"

Speed 69

Width

B

C

Segments20

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
1024	CR	7/1/2007	86.20	
96A-1000	CR	10/15/2005	89.15	

Route Ahead**Route Back**

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
1025	CR	7/1/2007	67.84	
96B-1000	CR	10/15/2005	80.34	
400	CDR	12/30/2002	87.49	

Total For **Madeline Circle**
Segments Count 2

Route **Magdalena Drive****Route Ahead****Route Back**

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
816	CR	7/1/2007	56.73	
213	CDR	11/19/2002	89.16	
312-1000	CR	10/15/2005	62.34	

Total For **Magdalena Drive**
Segments Count 1

Route **Maplehill Drive****Route Ahead****Route Back**

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
253	CDR	12/27/2002	63.10	

Segments20

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
356-1000	CR	10/15/2005	63.10	
856	CR	7/1/2007	63.23	

Total For **Maplehill Drive**
Segments Count 1

Route Maria Avenue**Route Ahead****Route Back**

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
394	CDR	12/26/2002	45.19	
1019	CR	7/1/2007	72.51	
85A-1000	CR	10/15/2005	78.29	

Route Ahead**Route Back**

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
395	CDR	12/26/2002	56.49	
1020	CR	7/1/2007	39.44	
85B-1000	CR	10/15/2005	39.81	

Total For **Marie Avenue**
Segments Count 2

Route Marie Avenue**Route Ahead****Route Back**

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
----	--------------	-----------------	-------------------------	-------

Thursday, September 06, 2007

Segments20

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
----	--------------	-----------------	-------------------------	-------

Total For **Sarbrook Drive**
Segments Count 1

Route **Second Avenue**

Route Ahead

Route Back

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
143-1000	CR	10/15/2005	99.00	
691	CR	7/1/2007	99.04	
89	CDR	11/19/2002	100.00	

Total For **Second Avenue**
Segments Count 1

Route **Seven Hills Drive**

Route Ahead

Route Back

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
362-1000	CR	10/15/2005	64.84	
860	CR	7/1/2007	62.23	
257	CDR	12/27/2002	64.84	

Total For **Seven Hills Drive**
Segments Count 1

Route **Shadowridge Lane**

Route Ahead

Route Back

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
898	CR	7/1/2007	53.44	

Wednesday, August 22, 2007

Segments20

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
388-1000	CR	10/15/2005	95.99	
883	CR	7/1/2007	94.97	
280	CDR	12/26/2002	95.50	

Total For *Springrun Drive*
Segments Count 1

Route *Spruceglen Drive***Route Ahead****Route Back**

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
173	CDR	12/29/2002	59.78	
776	CR	7/1/2007	57.89	
263-1000	CR	10/15/2005	61.79	

Total For *Spruceglen Drive*
Segments Count 1

Route *Sprucehill***Route Ahead** 10890 SpruceHill**Route Back** Bluehill

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
992	CR	7/1/2007	59.42	
415		12/9/2005	100.00	
414		10/27/2002	100.00	

Route Ahead Sevenhills

Route Back 10890 SpruceHill

Segments20

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
416		1/29/2006	100.00	
993	CR	7/1/2007	56.30	
417		12/9/2005	100.00	

Total For **Sprucehill**

Segments Count 2

Route **Staburn Avenue**

Route Ahead

Route Back

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
17A-1000	CR	10/15/2005	21.96	
353	CDR	11/21/2002	25.08	
966	CR	7/1/2007	21.97	

Route Ahead

Route Back

ID	Inspected By	Inspection Date	Overall Condition Index	Notes
354	CDR	11/21/2002	100.00	
967	CR	7/1/2007	100.00	
17B-1000	CR	10/15/2005	100.00	

Total For **Staburn Avenue**

Segments Count 2

Route **Stargate Lane**

Route Ahead

Route Back

Segments19**Route Millspring Court****Route Ahead****Route Back**

ID	Inspected By	Inspection Date	Overall Condition Index	Overall Condition Rating
911	CR	7/1/2007	96.06	Excellent
307	CDR	12/26/2002	96.52	Excellent
421-1000	CR	10/15/2005	95.96	Excellent

Total For Millspring Court

Segments Count 1

Route Mistyhill Drive**Route Ahead****Route Back**

ID	Inspected By	Inspection Date	Overall Condition Index	Overall Condition Rating
358-1000	CR	10/15/2005	40.15	Failed
857	CR	7/1/2007	36.12	Failed
254	CDR	12/27/2002	57.83	Acceptable

Total For Mistyhill Drive

Segments Count 1

Route Mockingbird Lane**Route Ahead****Route Back**

ID	Inspected By	Inspection Date	Overall Condition Index	Overall Condition Rating
396	CDR	12/29/2002	100.00	Excellent
1021	CR	7/1/2007	93.60	Excellent
92A-1000	CR	10/15/2005	96.70	Excellent

Route Ahead**Route Back**

ID	Inspected By	Inspection Date	Overall Condition Index	Overall Condition Rating
1022	CR	7/1/2007	75.89	Acceptable
92B-1000	CR	10/15/2005	75.82	Acceptable
397	CDR	12/29/2002	77.42	Acceptable

Route Ahead**Route Back**

ID	Inspected By	Inspection Date	Overall Condition Index	Overall Condition Rating
92C-1000	CR	10/15/2005	88.50	Excellent
1023	CR	7/1/2007	89.10	Excellent
398	CDR	12/29/2002	89.86	Excellent

Total For Mockingbird Lane

Segments Count 3

ADDITIONAL SUPPORT INFORMATION

For Program Year 2008 (July 1, 2008 through June 30, 2009), applying agencies shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

Attached are copies of the subdivision cards showing that the bulk of these streets were accepted by the County Commissioners in 1966, with some sections being accepted in 1969 (a section of Mistyhill & Sprucehill) and 1971 (a section of Seven Hills Drive). Also attached are copies of reports from our Pavement Management Program which shows the Overall Condition Index (OCI) for these streets. All of these streets meet our criteria for "failed" condition. They all have large areas (some completely from curb to curb) of high severity alligator cracking. There are hundreds of lineal feet of broken and cracked curb, most of which is located in front of residential drive aprons. There are long runs of weathered and eroded pavement along the pavement edge (at the curb). There are numerous potholes and pothole like areas created by the weathering and erosion of the asphalt along the edge of the pavement.





These streets have reached and passed the limits of their useful life and there is no other alternative method of treatment that will restore these pavements to their optimal condition. The rehabilitation work that this project entails is the best method to accomplish this goal.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The completion of this project will promote safer navigation of the pavement by motor vehicles by eliminating the potholes, broken pavement edges and areas of loose gravel caused by the steady raveling of the pavement. These streets are currently high maintenance roadways which exposes maintenance workers to the dangers of working in live traffic. These improvements will eliminate the majority of maintenance issues on these streets thereby significantly reducing the exposure of our workers to the traffic hazards and also eliminate the distraction of having workers in the roadway for the motorists using these roads.

3) **How important is the project to the health of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Two of the components of this project are repair of the existing curb inlets and re-profiling of the pavement centerline. Both of these will promote improved storm water run-off.

4) **Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 **Seven Hills Street Rehabilitation Project**

Priority 2 **North Hill Lane Rehabilitation Project**

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) **To what extent will the user fee funded agency be participating in the funding of the project?**

(example: rates for water or sewer, frontage assessments, etc.).

N/A

6) **Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth of the service area (be specific).

Our past projects have shown that this should affect local property values to limited extent by improving the overall appearance of the area.

7) **Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Friday, August 31, 2007 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

This project is not designed to affect capacity or level of service issues.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS N/A Proposed LOS N/A

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 2

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes X No _____ N/A _____
- c.) Are all utility coordination's completed? Yes X No _____ N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____
Temporary _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project. Permanent _____

e.) Give an estimate of time needed to complete any item above not yet completed. 0 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This project does not have regional impact.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 1368 X 1.20 = 1641.6 Users

Water/Sewer: Homes 228 X 4.00 = 912 Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Road Levy
Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____
Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 22 - PROGRAM YEAR 2008
PROJECT SELECTION CRITERIA
JULY 1, 2008 TO JUNE 30, 2009

NAME OF APPLICANT: Springfield Township
NAME OF PROJECT: Seven Hills Street Rehab.
RATING TEAM: 5

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- ☒ 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

*Western section 20
worse condition 15
Eastern section 5 A 17*

Appeal Score _____

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

Appeal Score

Criterion 2 – Safety

The applying agency shall include in its application the type frequency, and severity of the safety problem deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? In all cases, quantified documentation is required. Mentioned problems, which are poorly documented, shall generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- ☒ 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

10 - Less than 10%

9 - 10% to 19.99%

8 - 20% to 29.99%

7 - 30% to 39.99%

6 - 40% to 49.99%

5 - 50% to 59.99%

4 - 60% to 69.99%

3 - 70% to 79.99%

2 - 80% to 89.99%

1 - 90% to 95%

0 - Above 95%

Appeal Score

Criterion 5 - User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) Economic Growth - How the completed project will enhance economic growth (See definitions).

10 - The project will directly secure new employment

Appeal Score

5 - The project will permit more development

0 - The project will not impact development

Criterion 6 - Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

List total percentage of "Local" funds 50 %

Criterion 7 - Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds - Other").

8) Matching Funds – OTHER List total percentage of “Other” funds 0 %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer’s Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- 4 - Project design is for minimal increase in capacity.
- 2 - Project design is for no increase in capacity.

Appeal Score

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10), Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

5 - Will be under contract by December 31, 2008 and no delinquent projects in Rounds 19 & 20

3 - Will be under contract by March 31, 2009 and/or one delinquent project in Rounds 19 & 20

0 - Will not be under contract by March 31, 2009 and/or more than one delinquent project in Rounds 19 & 20

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact

Appeal Score

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 – 80% reduction in legal load or 4-wheeled vehicles only

7 – Moratorium on future development, *not* functioning for current demand

6 – 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 – 40% reduction in legal load

2 – 20% reduction in legal load

0 – Less than 20% reduction in legal load

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - ~~16,000~~ 30,000 or more

Appeal Score

8 - ~~12,000~~ 21,000 to 29,999 ~~15,999~~

6 - ~~8,000~~ 12,000 to 20,999 ~~11,999~~

4 - ~~4,000~~ 3,000 to 11,999 ~~7,999~~

2 - ~~3,999~~ 2,999 and under

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.